



Only a few contenders can still clinch the title after the race at Nürburgring, and even if the gap has increased between the competitors, Audi demonstrated last season that you have to fight till the end and that a happy ending can sometimes happen.

The Silverstone circuit is named after a village in the former and half the circuit is in Northamptonshire and half in Buckinghamshire. Having been built on the site of a World War II bomber base, the circuit is very flat and is made up of a series of long straights, connected by fast open corners. It is a technically difficult track, but a favorite among drivers.

Due to the age of the track, Silverstone has seen its share of changes, but Nigel Mansell, who will drive Team LNT Ginetta-Zytek with his son for his first time ever in a LMP1, still praises the track.

A lap of Silverstone circuit with Nigel Mansell

"Silverstone is one of the most fantastic circuits in the world, even with all the changes, and it is the home of motor-racing. If you drive between 95 and 98% of your abilities, you set the pole and if you are able to drive at 100%, you take the pole by one second. 1992 was the last time I have been on pole at Silverstone in Formula 1 for almost two seconds."

"The start-finish line leads down to Copse, the first 90-degree right hander, which is off-camber at the exit. It is a very important corner because you need to carry as much speed as possible for the next straight. Moreover, there is a very good opportunity for overtaking before that corner. A short burst of power takes you to the most fantastic complex in the world, Maggots-Becketts-Chapel S bends. It is very important to take the right and left flicks flat out, to carry as much speed as you can. If you have a very good pace, and the car has a very good balance, you should do a quick lap."

"Hanger straight is the first time you can breathe! This straight leads to Stowe, a right-hander, and its blind entry, due to the late nature of the apex. You can climb on the kerb at the exit, so you can accelerate from second gear. You have to change gear very quickly while rolling down on Vale. This straight takes you to Club, a long right-hander. This corner is very tricky because if you drive perfectly in the corner, your lap time won't be good and you have to accelerate through the corner. Then you go down the short straight to the left of Abbey corner with its quite hard braking."

"There is a very short straight before a flick right, and you then go up and over the hill into Bridge corner, which is taken flat-out if the car is well-balanced. A very short burst of acceleration and you are in Priors, a left-hander where you have to stay on the left side of the track to take the corner properly. You accelerate briefly and hard on the brake for the next left-hander of Brooklands and then the right-hander Luffield. You can only expect not too much of oversteer in that corner. The sweeping right of Woodcote is the final corner, which takes you back onto the pit straight to start another lap."

Season finale

Aston Martin Racing hopes to wrap the 2009 Le Mans Series season with a strong showing at Silverstone, this is why three cars will again be on the entry list. On one hand, the Britons have a seven-point lead in the LMP1 class and, on the other hand, they will do their best to shine at their home race. But Jean-Christophe Boullion and Christophe Tinseau will be looking to end the season on a high note after retiring at Nürburgring. Despite a strong start to the season with their new Pescarolo-Judd, the pair has encountered a mechanical problem in Germany and so lost the lead of the class.

At the same time, Quifel-ASM Team built a stronger lead in the LMP2 class in Germany thanks to another victory. The Portuguese team has been absolutely ruling the last two rounds. Team Racing Box is now its only rival for the title, but a nine-point gap looks like a mission impossible for the Italian team, which will nevertheless fight till the end.

Team Luc Alphand Aventures has clinched both the 2009 GT1 drivers and team titles last month at Nürburgring, but Larbre Compétition is still chasing a second final standing.

Team Felbermayr-Proton travels to the final round of the 2009 Le Mans Series riding on the crest of a wave, having triumphed in the GT2 class at three of the four races including the last one at Nürburgring. It won't be easy for the defending champion Rob Bell to fill the gap and secure a second title in a row.

This weekend will also be the season finale for Classic Endurance Racing. Jean-Marc Luco signed his fourth victory at Nürburgring thanks to the wheel of his ancient Porsche 936. But Silverstone will be the penultimate round of the Radical European Masters and Formula Le Mans Cup before finale respectively at Dijon and Magny-Cours, later in September.

Follow the Race

The 1000 Km of Silverstone are scheduled to start at 11:35 am (UK time) on Sunday, September 13.

Please visit our website at www.lemans-series.com for live-timing

TV Broadcast times:

- Eurosport International – Live 11:30 am - 12:25 pm (UK time);
- Eurosport International – Live 4:45 pm - 5:30 pm (UK time)
- Eurosport International – Replay Tuesday September 15. 10:45 pm - 11:15 pm (UK time)
- Eurosport 2 – Tuesday September 15 VTR 5:30 pm - 6:30 pm (UK time)

